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[23]

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EDITOR.

Correspondents must forward their names
and addresses with communications addressed
to the Editor, not for publication
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All letters for publication should be
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 17TH, 1912.

THE latest attempt at a phonetic rendering of the Chinese language—that of Professor RIVETTA, a sketch of which we published a few days ago—is not in the least likely ever to come into general, or even widespread, use, in spite of the pious hope that the Republic will sanction it. Phonetic renderings of Chinese are neither new nor rare—the British and Foreign Bible Society has, we believe, produced an edition of the New Testament in phonetically transliterated Chinese—but they can never be of great use, for the phonetic rendering of a word as pronounced, say, in Shanghai, will be quite meaningless in Hankow, and many words transliterated according to the Peking pronunciation would be unintelligible in the next province. There is more to be considered in this case than the differences of dialect. Mandarin, it is true, is spoken over some three-fifths of the country, but there are everywhere slight divergences of pronunciation, and these, in a phonetic rendering, would be sufficient to cause much confusion and ambiguity in a language that has so limited a number of word-sounds. Professor RIVETTA's alphabet is, we fear, even less likely to secure a vogue than have been some of its predecessors: characters that can be written with the brush-pen are what should have been sought for; no ordinary Chinese would care to use habitually an alphabet containing Greek and Russian letters. But even if these phonetic systems are doomed from birth, there is room for some simplification of the Chinese language, so as to render it, in its written form, accessible to the masses. This has, for some years, been recognized by the Chinese themselves, and many "Easy-reading

Schools" have been established, though they have not been a great success: their method was to teach pupils to read and write a few selected characters of general use, instead of, as in the ordinary Chinese educational system, obliging scholars to learn by rote the whole of the characters of some abstruse classic, though half of them would be useless for everyday purposes. So long, however, as the Chinese language exists, an inordinate amount of time and labour must always be spent over the rudimentary process of learning to read, and it is due to this that educational progress is so entirely absent in China, in spite of the fact that for centuries back education has played a part in her, and had a prevalence, unknown until recent days in any European land. The difficulty of acquiring the elementary essentials of reading and writing has been a block to education among the masses; the same difficulty, and the consequent rarity of those arts, made them inordinately prized by the few who had acquired them, and so, instead of being merely a means to an end, they came to be regarded as an end in themselves. This would, no doubt, be corrected at the present time, but anything that makes the Chinese written language simpler must facilitate the spread of education among the masses of the land. In this connection, it may be interesting to look at an experiment in the direction of easy writing that was made in Peking a few years ago. A system of "spelling" Chinese was invented by one Wu CHIH-YU: he found that all the word-sounds of the Mandarin dialect could be built up out of 50 "initials" and 12 "finals," so devised an alphabet of 62 characters on these lines (as a matter of fact, some of his characters were redundant, so a smaller number would have sufficed). The signs of his alphabet ("word-mothers" is the name given to them) are, with one or two exceptions, simple strokes obviously taken from the commonest word containing the sound represented. The system was thus quite simple and practicable, at all events, for the Peking dialect. Curiously enough, it was recommended to the notice of the President of China, then Viceroy of Chihli, who expressed his favourable opinion of it, with an apt quotation from Marquis Iro. The Director of Education ordered it to be given a trial in all the Elementary and Half-day Schools at Paotingfu, as well as among the Banner troops stationed there. A special school was set up in Peking for teaching the "word-mother" writing; the police of the Metropolis were required to learn it; a newspaper was published, as a magazine, in the new characters; the "Sacred Edict" was transliterated into them. This particular system, too, it may be noted, might easily have been made applicable to any of the branches of the Mandarin dialect, for the same sign could represent different sounds in different districts, though the meaning of the completed word would be the same—just as, for instance, with the word "butter" in English and German. Yet, in spite of these favourable circumstances, the invention soon died a natural death, and so, it seems, must all such attempts to simplify Chinese writing, unless the written language is also simplified. Any phonetic or simplified way of writing Chinese can be used only for the language as it is spoken, for then the meaning of any sign is more or less indicated by its context, or rather, as a general rule, two or three characters are combined to form a compound word. In the written language, where the meaning of each character is complete in itself, a sign representing the sound alone would be susceptible of too many interpretations for such writing to be intelligible. Why should not something now be done to bring the written and spoken languages into closer relationship with each other? Sinologues will certainly raise their hands in horror at such an impious suggestion, and we confess that we should feel regret at seeing the passing of the terse yet clear style in which official documents are indited, but it must be admitted that there is no real necessity for this artificial separation of the written and spoken language, and that all the needs of dignity and clarity would be found to be amply fulfilled in a style like that of WANG-YU-TU's colloquial rendering of the "sacred Edict," which may now almost claim to be classical itself. China is passing through an iconoclastic period: YUAN SHIH-K'AI might well set the lead and issue his Presidential Mandates in clear, simple words, understandable of the people, and abolish the abstruse and archaic language that was so beloved by the scribes who drafted the Imperial Edicts. The Republic ought to be able to rise superior to the prejudices of classical scholars, and if its Government would publish all its documents and conduct all its correspondence in a style approximating to that of the spoken language, the simplification of Chinese writing would no longer be a thing to sigh for in vain.

Mr. and Mrs. Homer Lea left Shanghai by the N.Y.K. *Shinjo Maru* for San Francisco last week.

Miss George Corless will not arrive here till Sunday, 21st inst., and the Bandmann Opera Co. have been obliged to alter the programme, staging "The Balkan Princess," instead of the Merry Widow, on Friday night next.

The Rev. W. T. Austen, who relieves the Rev. C. E. Thompson as Chaplain to the Missions to Seamen in Hongkong, arrived by the P. & O. *Sumatra* from Japan on Monday. He is accompanied by his daughter, Miss Mabel Austen.

Miss Clare Dudgeon, only child of Sir Charles and Lady Dudgeon, was married in London last month to Vittorio Rappini, Marquis di Castel Delfino, younger son of the late Marquis Mario di Castel Delfino and the Marquise Letizia (née Princesse Ruspoli), of Rome.

It may seem idle to call attention to it, but it is a set of rather curious coincidences, remarks the *Japan Times*, that the pound mark (£) should be the first letter in London, financial capital of the world; that the dollar mark (\$) is practically the initials (U.S.) used for the United States, that F stands for France and Franc, that even the old word for dollar "Thaler," originating in Germany, begins with the initial letter of Teuton; that the Rouble is the unit of coinage in Russia, and that the distinctive coin of China is the Cash.

When China is republicanising herself, says the *Pail Mall Gazette*, we are lost in contemplation of early Chinese art. Following on last year's exquisite array of temple paintings at the British Museum, Sir Sidney Colvin and his staff have now assembled a collection of early Chinese printing. Some of it is almost coeval with the paintings; that is to say, it dates from the Tang dynasty, or long before the Danes commenced to ravage England. In other words, this work preceded Faust and Gutenberg by nearly ten centuries, yet the ink used by these Chinese printers is as black as when applied.

THE MAGISTRACY.

A Chinese shopkeeper was yesterday fined \$100 or three months' hard labour for selling opium in his shop in Queen's Road West.

For returning from banishment, a Chinese was yesterday sentenced to twelve months' imprisonment. It appeared that defendant had twice returned from banishment.

Twenty men, including one who was charged with being a keeper, were charged yesterday with gambling. The keeper was fined \$50 or six months' imprisonment, and the remainder \$5 each or fourteen days' imprisonment.

A sentence of three months' hard labour and four hours' stocks was imposed by Mr. Irving yesterday on a man who was charged with stealing a purse from a woman. A confederate was sentenced to six weeks' imprisonment and four hours' stocks.

Two men were charged before Mr. Irving with entering the premises of Mr. A. H. Silva at Kowloon, on Monday night. One man said he had an uncle working there as house cook, and the excuse of the other was that his mother was Mr. Silva's cook. The first man was fined \$2, and the second \$1.

A Chinese was yesterday charged with snatching a gold pin from a Chinese woman in Queen's Road West. The evidence showed that the man endeavoured to steal the woman's necklace, but was foiled in his attempt, and snatched the pin instead. He made off, but was captured outside the Seamen's Institute by Mr. Wm. Davis, manager of the Institute. Defendant was sentenced to six months' hard labour, with 24 strokes of the birch and four hours' stocks.

GENERAL BADEN-POWELL IN HONGKONG.

Lieut.-General Sir R. S. Baden-Powell, who is on a tour of the Empire in connection with the Boy Scout movement, arrived in Hongkong by the G.M.S. *Lutzwg* yesterday morning. He was met by Capt. P. M. Taylor, A.D.C., who accompanied him to Government House, where he is the guest of H.E. the Officer Administering the Government. The General left for Canton last night, and it is understood that he will spend a few days in the City of Rams. No arrangements for entertaining have yet been made by the local Boys Brigade, as the General telegraphed from Shanghai that he did not wish to be accorded an official reception. It is probable that he will visit the headquarters of the Boys Brigade on his return from Canton.

WEDDING AT ST. JOHN'S CATHEDRAL.

CLEMENTI-EYRES.

The wedding of the Hon. Mr. Cecil Clementi, son of Colonel Montagu Clementi, of Winham House, Cullompton, Devon, to Miss Penelope Eyres, eldest daughter of Commodore Creswell Eyres, R.N., took place yesterday afternoon at St. John's Cathedral, in the presence of a large number of friends.

The ceremony was performed by the Rev. F. T. Johnson, M.A., Chaplain of the Cathedral, assisted by the Rev. A. C. Moreton, R.N.

The bride was given away by her father, and was attended by six bridesmaids—her sisters, Miss Mary Eyres and Miss Dorothy Eyres, Miss St. John, Miss Hetty Tomes, Miss Alison Tulloch, and Mademoiselle Berindougue. Mr. Murray Stewart acted as "best man."

Among those present were His Excellency Mr. Claud Severn; His Excellency General Anderson and Mrs. Anderson; most of the members of the Executive and Legislative Councils; a large number of naval and military officers, foreign Consuls, and many prominent residents.

The bride's dress was of white satin and French filet lace, with a wreath of orange blossom. The four eldest bridesmaids wore dresses of blue *nylon* over white satin bordered with silver, and blue hats trimmed with roses; the two younger ones wore white satin, and lace caps with forget-me-nots.

The service was choral and Mr. Denman Fuller officiated at the organ. The beautiful decoration of the Cathedral, with plants and flowers, was the work of Mrs. Tooker.

After the ceremony a reception was held on board H.M.S. *Tamar*.

Among many presents received by Miss Eyres were:—A silver rose bowl from the married Naval Officers and their wives; a pair of silver fruit dishes from the officers of H. M. Naval Yard; and a silver tea service and ebony tray, with inscription, from the European Staff and Police of H. M. Naval Yard.

After the reception, the bride and bridegroom left in the *Stanley* for Mrs. Bay.

A MODERNISED CHINESE WEDDING.

A very pretty and modernised Chinese wedding took place on Monday afternoon, at the local Confucian Society's Hall, which was tastefully decorated for the occasion, the contracting parties being Mr. Ching Sing, sub-inspector under the Mineral Ores Enactment, Federal Malay States, who had recently returned from Ipoh, and Miss Tam Chi Sing, of Canton. Mr. Lam Sing Hi acted as groomsmen, whilst the bride was attended by Misses Yan and Pang. The ceremony was presided over by Mr. Lau Chu Pak, President of the Confucian Society. The order of the service was briefly as follows:—On arrival of the couple, with the bridegroom leading the way, they were met by the President, who conducted them to the altar of the Great Sage, where a prayer appropriate to the occasion was said. The President then addressed the assemblage on the principles of marriage both ancient and modern, and the marriage bond embodying the various obligations to be performed by husband and wife was read, assented to and signed by the contracting parties as well as their guardians. Trinkets were then exchanged and the ceremony brought to a close by the President proclaiming the couple man and wife and evoking on them the blessings of Heaven.

The assemblage, numbering over 100 and consisting of friends of the happy couple and members of the Society, then sat down to tea provided by the bridegroom. After justice had been done to the refreshments, the happy couple, accompanied by their friends and relatives, drove to the Hotel China, their temporary home, where further expressions of good wishes were exchanged and the toast of "The Bride and Bridegroom" was heartily drunk.

THE BANDMANN OPERA COMPANY.

"Peggy" was repeated last night to a large house by the Bandmann Opera Company, and the earlier impressions of their excellent work were confirmed by the artistic performance which they gave. The piece was bright, musical and sparkling, and went with a dash and a swing which commanded success from the outset. The humour of the production is irresistible, and any who left the Theatre feeling unhappy could only have themselves to blame.

To-night the Company produce "The Arcadians," a piece which is sure to attract a good house.

YANGTZE INSURANCE COMPANY'S DIVIDEND.

We have been informed by Messrs. Shewan, Tomes & Co., Agents for the Yangtze Insurance Association, Ltd., that they are in receipt of a telegram from the head office at Shanghai advising that the Directors will recommend at the forthcoming general meeting a dividend of 25 per cent.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE BILL.

DEBATE IN THE HOUSE OF COMMONS.

MR. BALFOUR'S CRITICISM.

London, April 16th.

Mr. Balfour was cheered when he rose to resume the debate on the Home Rule Bill. The House was crowded.

Mr. Balfour ridiculed the safeguards, and said that Mr. Asquith's initial experiment in federation was lopsided, botched, and utterly unworthy of British statesmanship.

He severely criticised the financial provisions, and said he did not believe that English and Scottish members would support the suggestion that the future federal system should be divided by customs barriers. He pointed out that the position of the Constabulary was absolutely impossible. If Ireland could use the customs against foreigners the Government would be involved in appalling difficulties, which would arise from the folly of trying to reverse the true policy of national development. All the nations looked to the future with anxiety and misgiving, and the great social communities felt that they must maintain their place by integration, and not disintegration. He asked the Government whether they thought such an absurd scheme would last a decade. If the Nationalists really believed that Ireland was a nation they would not and ought not to be content with such a makeshift. He desired to see the Irish as free as the English and the Scotch to co-operate in the great work of the Empire, and he maintained that they had such freedom under the present system. South Africa was a great dominion conscious not only of her place in the Empire but of her special difficulties and dangers. South African statesmen realised when they rejected the schemes of Home Rule and Federation, but adopted a closer union that the country was so constituted that they could alone do best rapidly, conclusively and decisively against some imminent danger. What was the position of Great Britain with this lopsided Federalist? It was only a fair weather constitution.

Mr. Samuel, Postmaster-General, said that Mr. Balfour's arguments against the Bill might with equal justice be advanced against any scheme of Colonial self-government, and pointed out that six years ago Mr. Balfour described the grant of self-government to South Africa as a reckless experiment. The experiences of 150 years proved that it was the denial and not the grant of Home Rule that led to separatist tendencies. Colonial autonomy was not only not inconsistent but was essential to Imperial unity. Appeals had continually been received from all parts of the Empire urging Home Rule for Ireland, not only from statesmen of Irish race but from such men as General Botha and Sir Joseph Ward, while Cecil Rhodes, the Empire builder, if ever there was one, spoke from the grave in favour of Home Rule. Dealing with finance, he said that it would be unjust in the first instance to burden Ireland with the whole of the deficit. The state of her finances was not her fault but the result of English financial administration. Her revenue was paid on the Irish scale and her expenditure was on the English scale; therefore it was obviously indefensible that after accumulating the Irish to this scale of expenditure they should impose upon them the burden of finding the whole of the expenditure. If unassisted, the new Irish Parliament would be faced in the first year with a deficit exceeding one-fifth of the whole revenue, which would mean 15 to 20 per cent. increase in taxation, while at the same time the unjust deficit would permanently be borne by the British taxpayer. He was convinced that when Ireland was prosperous she would be willing to assume a just share of the burden of Empire. The Government's scheme provided that the finances of one country would not be appreciably disturbed by the change of finances: on the other hand,

if the Irish Government were able to effect economies it would be free to reduce any taxes, likely such as pressed heaviest on the poorest classes, such as the customs duties, especially tea and sugar.

It would be impossible, however, to give unfettered control of the customs, as such would be inconsistent with the general policy of the Government. The financial experts who enquired into the Anglo-Irish finance prior to the drafting of the Bill found the situation so utterly unsound that they actually recommended complete fiscal autonomy for Ireland and an annual subvention of £900,000, but the Government was unable to accept the recommendations for various substantial reasons. The whole of the Irish revenue would continue to be paid in to the Imperial Exchequer so long as the deficit lasted. The total sum to be transferred annually from the Exchequer would be about six millions sterling, but this was not a grant from the British taxpayers, as it was derived from Irish taxes. The total cost for reserved services would be about £5,000,000, the money loss on which at the outset would be £2,000,000, but if the present rate of Irish progress continues this would gradually diminish and would disappear in ten years. The Irish Government would be authorised if it desired to borrow money for the purpose of national development, and the Irish Exchequer Board would have the power to issue loans and make provision for the payment of interest and sinking fund from the transferred sum.

CHINA'S LOAN PROBLEMS.

London, April 16th.

A Peking message states that the Government, replying to the protest of the Four Nation Syndicate against the Belgian loan, says that it appears probable that the Belgian syndicate will join the International group in order that the political deadlock may be overcome. The imperative need of funds is again causing the Government extreme anxiety.

AMERICA AND MEXICO.

London, April 16th.

Reuter's correspondent at New York telegraphs that the American Note is the strongest yet delivered to Mexico. It declares that the continuation of illegal acts conduces to difficulties which it is to the interest of all true Mexican patriots as it is the desire of the United States to avoid.

COLONIAL TRADE AGREEMENTS.

London, April 16th.

Mr. Dawson, who represented the West Indies on the Committee which completed the negotiations for a reciprocal trade agreement between Canada and the West Indies, has, in an interview with Reuter's correspondent, expressed the greatest satisfaction with the agreement, and said it might be expected that Canada would now turn her attention to Australia and South Africa with a view to similar agreements.

BRITISH ADMIRALTY PURCHASE PREVOST'S AEROPLANE.

London, April 16th.

It was announced in London on the 16th instant that the Admiralty have taken over the aeroplane in which Prevost made his great flight across the Channel.

LONDON POISONING TRAGEDY.

London, April 16th.

The appeal for a reprieve on behalf of Seddon, who was sentenced to death for the murder of a spinster lady, has been refused.

LADY AVIATOR FLIES ENGLISH CHANNEL.

London, April 16th.

The first lady to fly across the English Channel is Miss Craig, an American, who crossed from Dover to Hardelet.

AUSTRALIAN NAVAL PROGRESS.

London, April 16th.

Reuter's correspondent at Sydney telegraphs that the locally-constructed torpedo boat destroyer *Warrego* underwent a successful trial, attaining a speed of 23 knots.

OBITUARY.

London, April 16th.

The death is announced of M. Henri Brisson, a former French Minister.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. F.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 for TWO SHARES numbered 37959/37960 inclusive, standing in the name of FRANCISCO XAVIER HOMEN DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 16th April, 1912. [577]

HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the HONGKONG CRICKET CLUB PAVILION TO-MORROW (THURSDAY), the 18th April, 1912, at 5.15 p.m. All Clubs wishing to compete are requested to send representatives.

A. O. BRAUN,
Hon. Secretary.
Hongkong, 16th April, 1912. [569]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held on SATURDAY, the 20th April, at 7.45 p.m. in the HONGKONG HOTEL. Members intending to be present should notify the undersigned, giving the number of guests they intend to invite.

A. HAMILTON,
Hon. Secretary,
Care of SAIKINGFON SCHOOL,
Hongkong, 12th April, 1912. [556]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the HONGKONG JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course,
Hongkong, 13th April, 1912. [563]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF ADELA OTADUI otherwise ADELA OTADUI Y DUBOUST otherwise ADELA OTADUI DE REYNOLD late of Manila in the Philippine Islands.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance (1897), made an Order limiting the time for sending in the Claims against the above Estate to the 15th day of May, 1912.

All Creditors and other Claimants are accordingly hereby required to send their Claims to the undersigned on or before that date.

Dated this 15th day of April, 1912.

JOHNSON, STOKES & MASTER,
Princes' Buildings, Ice House Street,
Hongkong.

Solicitors for the Administrator of the above-named deceased. [570]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,
H. HAYNES,
Hongkong, 1st March, 1912. [589]

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PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 4th April, 1912. [543]

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 51 and 1558, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents	Annual Rent.	Upset Price.
Inland Lot	No. 1012.	Adjoining Landlots Nos. 88 and 1150.	N.W. feet	S.E. feet	S.W. feet	N.W. feet	Square feet		
			26' 57'	77' 44'	65' 98'	140'	About 12,525	80	1,885

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and ROWLANDS, 47, Hatton Garden,
London.

WRECKED IN CHINA SEA.

ANNAMITE CREW RESCUED BY GERMAN
STEAMER.

The *Siam Observer* of March 26th says:
With respect to the rescue of the dis-
tressed crew of an Annamite junk by the
Norddeutsche Lloyd steamer *Paklat*, we
are able to supplement yesterday's brief
details. Our representative called on
Captain Wenzel, who said:—We were on
our way down from Swatow to Bangkok,
and rough weather had been encountered.
On the 31st instant, about nine o'clock in
the morning, we saw an Annamite junk,
showing signals of distress and evidently
in great need of help. We bore down
upon her, and found out she lost all her
sails and rudder, carried away in a gale.
Their fresh water and provisions were
ruined by the seas which swept over the
junk. At first owing to the heavy sea
running it was dangerous to go to her
assistance. We steamed alongside, how-
ever, so as to give a rope.
I could not make myself understood, as
they did not speak French or German, and
I saw them lying down praying, and rais-
ing their hands for help. Their ship, in
the trough of the sea, was in a very bad
position. I went alongside and got a tow
rope on board. I made signs to them to
fasten the rope round the ship. Nearly
everything on board had been carried
away. It was about 40 miles away from
Cape St. James, and I thought it would
have been easy to bring the junk to
shelter in port, but on account of the
rough weather and high sea this was not
possible. Instead of fastening the rope
around the hull of the vessel they simply
fastened it to the stern, and lashed it to
the foremast and round the mast. I at-
tempted to get away with her, but the
sea was very rough, and the lashings were
carried away. Both masts were dragged
out from their sockets, and I found it im-
possible to go further. I then cut the
rope and took the crew on board my ship.
My chief officer Engels put off in a small
boat, manned by a Chinese crew to the
rescue of those on board the distressed
junk. As soon as they saw the boat
coming the crew of the junk were over-
joyed, and when the rescuing craft ap-
proached they jumped into it, the little
boat being nearly capsized. Eventually
the whole eleven were brought off safely.
They were in a terrible state, not having
had anything to eat for several days, and
no fresh water to drink. When we looked
after them a bit and gave them something
to eat they recovered. The junk was
derelict, and so we set her on fire to pre-
vent her becoming a danger to naviga-
tion.

THE OLD ORDER CHANGETH.

A correspondent writes to a London paper
telling of his four-year-old son, resident
in a suburb where electric tramway-cars
and motor omnibuses are common features
of the scenery. When he was brought to
town his gaze was arrested by a strange
sight. "Oh, mummy, look!" he exclam-
ed, "An omnibus with real horses. Do
let's ride in it!" So the old horse-drawn
bus may have to prolong its existence for some
time yet, even as the elephant and the
camel still carry the younger generation
round the Zoo.

WM. POWELL,
LTD.

TELEPHONE 346.

LADIES' DEPARTMENT.

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IN ALL THE LATEST SHAPES.

AGENTS FOR

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(IN ALL TEXTURES).

PRICES MODERATE.

INSPECTION INVITED.

[52]

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WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

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AND CIGARETTES obtainable, consistent with price.

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World-wide reputation.

[128]

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RECORDS

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ROBINSON PIANO Co., Ltd.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94]

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The Best

in Japan.



THE

ANCIENT

CAPITAL.

NARA, JAPAN.

[384-1]



SELF CURE NO PAINFUL
TO SUPPRESS AND CURE
THE NEW FRENCH REMEDY
THERAPION NO.1
is a remarkably short time, often a few days only,
immediately after (either by suppositories or injections)
THERAPION NO.2
Cures blood poison, bad legs, ulcers, sores, painful
wounds, etc. when necessary treatment fails
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Cures chronic weakness, loss of strength, etc. by
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directions enclosed, of immediate effect free 1/2 dose
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the glass and is blown into every genuine package.
THERAPION
CURES TO STAY CURED.

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FOR A HOT DAY
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constitutes a health drink for all the year round, but
is especially beneficial in hot weather; it keeps
the blood cool and the brain clear. 'Montserrat'

Lime Juice is essentially a home drink for the family;
its pleasant and refreshing taste makes it appreciated
by young and old.

To make sure you get the pure and unadulterated
Lime-Fruit Juice order the Sweetened or Unsweet-
ened genuine "Montserrat."

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WHISKY.

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150 YEARS.

THE SAME TO-DAY AS IN

1745.

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cocoa."—British Medical Int.
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Plasmon, Ltd., London, Eng.

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AN UNWELCOME GUEST
Of brown cockroaches
Bate his hourly filth,
Such a sturdy brawler,
Never gets a bill.

**KILLS BUGS
FLEAS FLIES.**

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Sole de Carles. Cures Dyspepsia and all
forms of Diseases of the Stomach and Intestines,
painful and otherwise.
Sole Importers: Agents:
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(CHAPOTEAUT)



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For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
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Medical authorities and superior to
Tansy, steel Drops and Penny royal.
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Sole by A. C. Chantrel.

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OFFICE.

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PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route
from CANTON to WUCHOW

MANCHURIA AS A MARKET OPENINGS FOR IMPORT AND EXPORT TRADE.

(BY A CORRESPONDENT OF THE "TIMES.")

Recent developments in Manchuria have constituted that fertile country a market well worthy the consideration of British commercial interests. Capital invested in an import and export business would be assured of a handsome return if only average shrewdness were shown. At present only Japanese houses—and one great trading house of the Far East in particular—appear to have realized the immense possibilities of the Three Provinces and adapted their plan of campaign to the peculiar conditions which exist. They have been quick to see that—in what may be called the transition state of Manchuria, with its still somewhat primitive facilities for commerce and transport—this is essentially an instance in which import and export business must be combined in order to reap the fullest profits. As a matter of actual experience the cost of working them in conjunction is very little more than is entailed when one side of business only is done. For the time being, it will be well to take a leaf out of the book of both the Japanese and Russian trading firms—now paramount, respectively, in the southern and northern markets—and resort to actual barter. By these simple means—which are appreciated by the Manchurian people, who are as yet only at the earliest stages of commercial civilization—the most powerful Japanese business concern in the Far East has possessed itself of practically three-quarters of both the import and export trade in the country of Chang-chun. To all intents and purposes, this ably managed firm has cornered the market so far as cereals (such as beans, maize, kaoliang, wheat, &c.) are concerned; and at present no foreign firm can compete against them in piece goods. This is their reward for promptly resorting to actual barter, once they found that the Manchurians were neither ready for nor agreeable to business on more Russian merchantly absolutely confine themselves to the primitive barter system: trading piece goods, ironware, and fancy goods against cattle, skins, furs, wool, &c.

It is on the export side that British capital and enterprise could be applied with splendid possibilities of development and satisfactory profits. For the moment, the best trading prospects appear to lie in the direction of the frozen meat trade. Pheasants and wild geese are found in immense numbers in Eastern Manchuria and bustards in the plains. The whole country is exceedingly fertile, but this is especially true of the occupation of the people. In Feng-tien the surface has been practically cleared and no unclaimed land to speak of now exists. Beans and peas are largely cultivated, but of late years increasing attention has been devoted to cereals, which are fast taking the place of pulse. Wheat flour is largely consumed, and is exceptionally cheap—indeed, are nearly all home-grown articles of consumption. In connection with the suggested development of exports an important consideration is the great salmon fishery which takes place on the lower Sungari and the Hurka in the autumn, when immense quantities of this fish are caught and dried for winter use. Other products of great marketable value are very fine sable, tiger, and lynx skins, ginseng and deer horns. Then, again, thousands of sheep and oxen are driven in from Eastern Mongolia to all the important towns along the railway between Chang-chun and Man-chu-li, and an enormous barter business is in all kinds of skins, hides, furs, &c., between these two points during the winter months.

A few facts and figures will illustrate the great possibilities of this practically unexploited business provided it is worked properly and with judicious regard for existing conditions. For export by steamers fitted with the necessary refrigerator plant the following commodities are always available: Pork, mutton, pheasants, deer, partridges, chickens, ducks (both tame and wild), bustards, eggs, river fish (including salmon, pike, tench, &c.), as well as skins, furs, furbriest, wool, lard, intestines, gut, hair, &c. The prevailing prices in the season are—

Eggs, 2s. per hundred.
Chickens, from 4d. each.
Ducks, from 4d. each.
Wild ducks, 8d. per pair.
Pheasants, 1s. per brace.
Partridges, 6d. per brace.
Deer, 3s. each.
Figs, live weight, 200-300lb., from 12s. each.

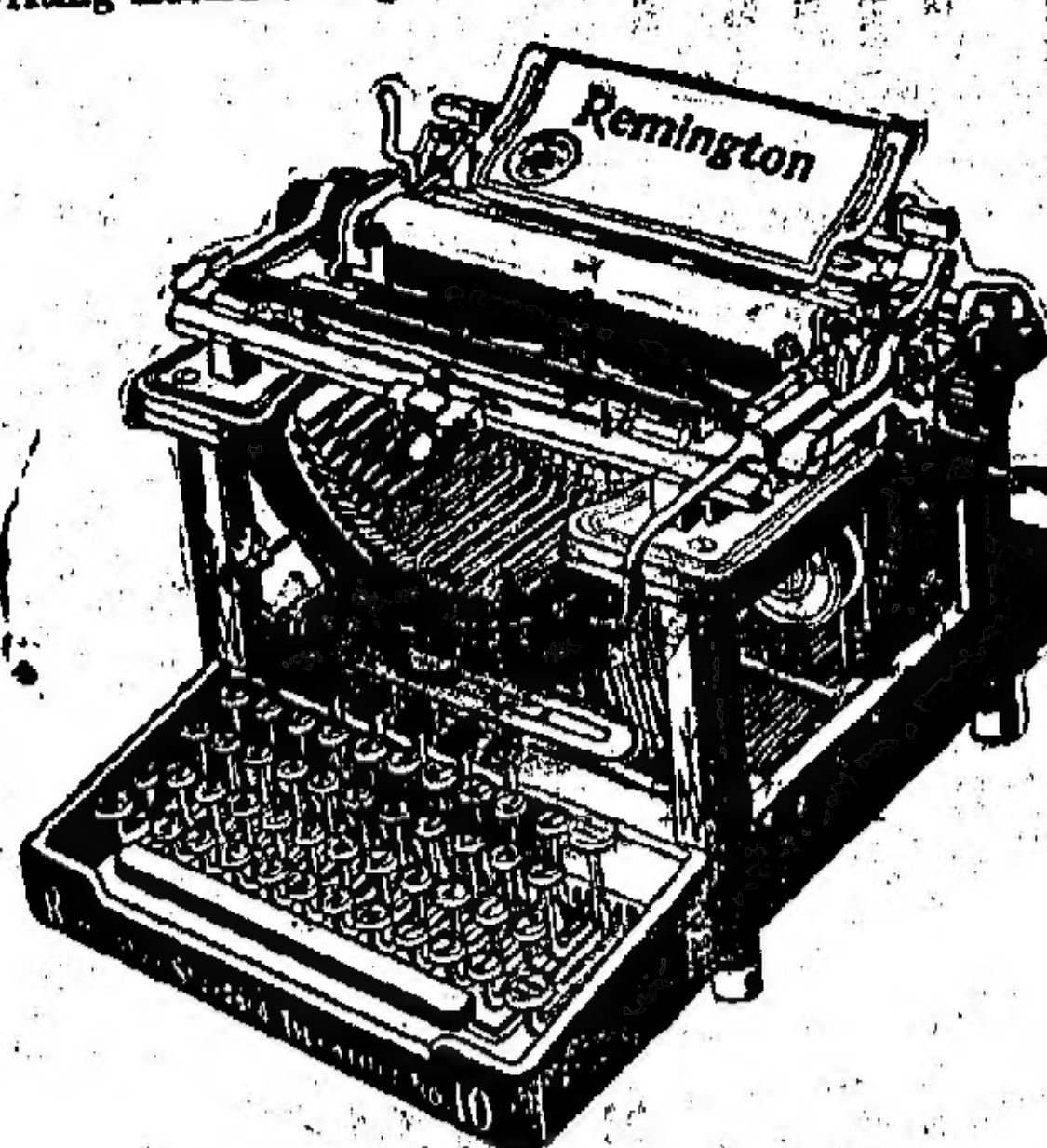
Sheep, alive, from 8s. each.
The best point of shipment would probably be Dalny (Talenwan), and here a refrigerating plant would have to be erected, and a central depot built about it. All stock, &c., would have to be conveyed to Dalny, there to await shipment, and agents would have to be quartered at various points, regard being had to the Manchurian towns of greatest trading importance. Last year one firm made a trial shipment of 20,000 pheasants which cost them one shilling a brace up country; charges f.o.b. Vladivostok would not be more than 3d. a brace. Millions of eggs are sent every year from Manchuria into Western Siberia, and thousands of the fish, which abound in the Sungari and its tributaries are obtainable at remarkably cheap rates, as retailers in Kharbin can sell excellent smoked salmon backs at 2d. per lb.

The point must be emphasized that the commodities are not only required in Europe, but in all parts of the world, and that there are good markets for them even so comparatively near as South China and Siberia.

FULL POWERS FOR FIRMS' REPRESENTATIVES.
An essential to success is "local control"—that is to say, there must be on the spot, in Manchuria, buyers and sellers with financial powers. It is in this respect that British firms (and firms of other European countries for that matter) have hitherto failed to gain any considerable position in Far Eastern trade. Most of the foreign exporting firms make the big mistake of

INTIMATION "A MACHINE A MINUTE"

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the



**Remington
Typewriter**

During the week we have booked
orders for more than a machine a
minute for every working hour.

VISIBLE MODELS 10 AND 11

Not many years ago Remington sales
were sixty machines per month; now
they are over sixty machines per hour.
Such is the development; such
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(INCORPORATED)

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HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

**The Body-Building Power of
BOVRIL**
The Standardised BEEF-FOOD.

This diagram illustrates the actual body-building power of Bovril, proved by recent independent physiological experiments to be

10 to 20 times the amount taken.

Bovril, Ltd., holds the Royal Warrant of Appointment to His Majesty King George V., an appointment also held for many years from the late King Edward VII.

merely sending representatives into Manchuria with restricted powers, subject to consultation with the management or directors at the home headquarters. The resultant delay is a fatal flaw in this policy, making for expensive and unprofitable methods. As gold-mining companies have found, both in South Africa and Australia, so in Manchuria; management on the spot is imperative, both for export and import business. The country is so large (it is four times the size of Great Britain), distances are so great, communications so imperfect, that when purchasing opportunities arise they must be seized at once. The delay of waiting for a decision, say, from London may mean the loss of days. Take a significant instance from Manchurian experience of the past year as proving the absolute necessity of local knowledge and a local prerogative of closing in respect of bargains. Foreign firms buying soyas beans did practically nothing in 1911. Why? The capably-controlled Japanese company already referred to had, through the activity of its intelligence department on the spot, cornered the market. This was not a very difficult matter, since their agents are everywhere, who always know precisely the amount of the probable crop. So the Japanese firm kept on buying and buying in all directions. As these beans find ready sale in Japan and Southern China, as well as in Europe, there was practically no risk in these wholesale purchases, and the other foreign firms were "left." Another instance of the shrewdness was supplied by the shrewdness of floods and heavy rains, was 40 per cent. below the normal besides which there was a famine in Western Siberia. Yet the estate agents of the Japanese company continued to acquire quite a lot of Manchurian wheat for shipment to Japanese and other mills in the South. Consequently the Russian managers of the Northern mills had to buy Australian wheat to the extent of 20,000 tons at a price exactly double the usual rates prevailing in Manchuria in normal years.

Commercial enterprise need not hold its hand because the vexed problem of the future government of Manchuria still remains unsettled. It is really immaterial whether this country—the Chinese, the Russians or the Japanese. Its trade will inevitably increase, and the only question is whether it shall develop more or less rapidly, on which point the Administration of the country will, of course, have something to say, expediting or retarding, as the case may be, according to Constitutional or acquired disposition. The rapid extension of the new town of Kharbin, on the Sungari, is an indication of what will happen at time goes on, the railways are completed, and the country generally is opened up. It is interesting at this juncture to remember that each of the Three Provinces contain considerable deposits of coal, that the Fushun mines are being steadily worked, and that iron (usefully found in conjunction with coal) is also being worked. The ice-free port of Dalny (in the Liao-tung peninsula), at the terminus of the Trans-Siberian Railway, is well equipped with docks and quays and generally well prepared for any such business as has been considered. All that is wanted is a fair share of the British capital awaiting investment. There must be liberal expenditure at the beginning, but it may be made in the sure and certain hope that the eventual profits will also be on the higher scale.

NOTICE TO KOWLOON RESIDENTS

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Sale daily at the following Stores:
KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

WEATHER REPORT.

On the 16th at 11.30 a.m.—The northern depression has deepened. It now lies to the N.E. of Hokkaido.

Pressure has increased rapidly over S.E. China and the Eastern Sea, causing a fairly steep gradient to the S. of this zone.

Moderate S. winds are indicated along the E. coast, and fresh to moderate N.E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT	FORECAST
Hongkong & Neighbourhood	N.E. winds, strong.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Loochoo	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
N.E. winds, fresh to moderate, fine.	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory April 16th

	Previous Day at 2 p.m.	On Day at 6 a.m.	On Day at 2 p.m.
Barometer	29.99	30.05	30.07
Temperature	72	62	72
Humidity	65	84	57
Wind Direction	WNW	calm	East
Force	1	0	4
Weather	c	b	b
Rain	—	0.00	—

Highest open air Temperature on 15th...79
Lowest open air Temperature on 15th...65

HONGKONG TIDE TABLE.

From 15th to 23rd April, 1912.

Days of Week	HIGH WATER		LOW WATER	
	H'kong Mean Time	Height	H'kong Mean Time	Height
Wed.	17 h. m. 8.55	6.1	1 m. 2.59	1.9
Thurs.	18 h. m. 9.19	6.0	1 m. 3.19	1.6
Fri.	19 h. m. 10.21	5.6	1 m. 3.58	1.2
Sat.	20 h. m. 9.47	6.9	1 m. 3.46	2.5
Sun.	21 h. m. 11.12	5.1	1 m. 4.42	0.9
Mon.	22 h. m. 20.19	7.2	1 m. 5.34	2.8
Tues.	23 h. m. 9.19	4.5	1 m. 4.31	3.2
	24 h. m. 10.55	7.3	1 m. 6.38	0.9
	25 h. m. 1.51	4.0	1 m. 4.51	3.5
	26 h. m. 11.39	7.2	1 m. 7.55	1.1
	27 h. m. 3.46	3.8	1 m. 5.10	3.8
	28 h. m. 0.36	7.0	1 m. 9.22	1.1

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of the
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is given in the
HONGKONG WEEKLY PRESS.

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TO LET

**TO BE LET,
ON OR ABOUT 1ST MAY, 1912.**

**SHOPS and OFFICE, in Alex-
andra Buildings, adjoining
the Hongkong Dispensary, at
present occupied by Messrs. Wm.
Powell, Ltd.**

**A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1911.** [123]

TO LET.

BEACONSFIELD. Will be converted
into a First Class Boarding House with
Large Dining Room, Thirty Bedrooms and
Bathrooms. Plans to be seen at our
Office.

**Apply—
Linstead & Davis,
Alexandra Buildings.
Hongkong, 20th March, 1912.** [481]

TO LET

**OFFICES on 3rd Floor, Hotel Mansions
facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 12th March, 1912.** [388]

TO LET.

**OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong 26th February, 1912.** [367]

TO LET.

**THE WHOLE FIRST FLOOR of the
OLD LAND OFFICE, QUEEN'S
ROAD, opposite 'D'Agular Street.
Apply to—
LEIGH & ORANGE,
Princes' Building.
Hongkong, 12th April, 1912.** [558]

TO LET.

**"WELLBURN," THE PEAK, 6 ROOMS,
from 1st June, 1912.
Apply to—
PERCY SMITH, SETH & FLEMING
5 Queen's Road Central.
Hongkong, 16th April, 1912.** [417]

TO LET.

**ROOMS on the 1st Floor of Wm. Powell
Ld.'s, New Building, Des Vaux Road
Central, suitable for Office, Electric Light,
Lift, Lavatories with all Modern Conveniences.
May be inspected on application to—
Wm. POWELL, Ltd.,
Alexandra Buildings.
Hongkong, 29th February, 1912.** [383]

TO LET.

**OFFICES in KING'S BUILDING.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st April, 1912.** [121]

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**NEW and COMMODIOUS SHOP.
Nathan Road, Kowloon. Immacu-
late. Cheap Rentals.**

**KOWLOON MARINE LOT 42, Yennat
Area 88,200 square feet with 355 feet S.
Frontage. Especially suited for Storage of
Coal, Timber, &c.**

**Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 2nd November, 1911.** [525]

TO LET.

**OFFICES and GODOWNS as Duddell
Street.
No. 12, BEACONSFIELD ARCADE,
First Floor.
No. 13, BEACONSFIELD ARCADE,
First Floor.
"BOGATE" Austria Road, Kowloon, from
1st April.
No. 57, PRAYA GRANDE, Macao.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 13th April, 1912.** [422]

TO LET.

**GODOWN, No. 4, New Praya, Kowloon.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st April, 1912.** [120]

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OLD VAT

No. 4.

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of Greenock and has been sold as No. 4 since 1831

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REVISED BY THE MEMBERS.

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A HOLIDAY AT HOME. AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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Meals for epicures under the superintendence of caterer of International Repute.

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First Class accommodations are provided for £43 to London (return ticket £74)
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CHINA	10,200	TUESDAY	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY	30th April, at 1 P.M.
NILE	11,000	TUESDAY	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY	21st May, at 1 P.M.
PERSIA	9,000	TUESDAY	11th June, at 1 P.M.
KOREA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY	9th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

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CARRYING CARGO ON THROUGH BILLS OF
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	RYGJA ... 18th April.

To be followed by other Steamers of the Company at
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Calling at AMOY and KEELUNG if sufficient
inducement offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Po. ints.
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THE BANK LINE, LIMITED.

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ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO

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TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
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And regularly thereafter.
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TOWN with transshipment at COLOMBO to Steamers of the INDIAN
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CO. LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 17th APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 18th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamer "LINTAN" and "SANTU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...		Sat, 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

new Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHIYO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND
RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 20th Apr., 4 P.M.
RUBI ...	4000	S. Crosby	Manila, Mangarin, Hollo and Cebu	On 30th Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
HONGKONG, 2nd April, 1912.

PHILIPPINES S.S. Co. [13]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBANOEK	JAVA	—	JAPAN	First half of April
TJITABOEM	JAPAN	First half of April	JAVA	Second half of April
TJIBODAS...	SHANGHAI	First half of April	JAVA	Second half of April
TJILIWONG	JAPAN	First half of April	JAVA	Second half of April
TJILATJAP	SHANGHAI	Second half of April	JAVA	First half of May
TJIMARI	JAVA	Second half of April	SHANGHAI	First half of May
TJIPANAS...	JAVA	Second half of April	JAPAN	First half of May
TJIKINI	JAVA	Second half of April	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 12th April, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, "PEKING"	...	6,500	On 25th April.
KOBE and MOJI ... "CEYLON"	...	9,000	About 10th May.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"LUETZOW," Capt. J. BORTHELDT.	17,300	{ Wednesday, 17th April, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"PRINZ LUDWIG," Capt. F. O. PINZER.	18,300	{ Thursday, the 18th April.
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MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ WALDEMAR," Capt. H. BREMER.	6,700	{ 9 A.M. 20th April.
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KOBE and YOKOHAMA ...	"COBLENZ," Capt. L. KLUGKIST.	6,750	{ About 3rd May.
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KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SEMBELL.	5,000	{ 9 A.M. 19th April.
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All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th April, 1912.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG
SHANGHAI: 23, POOSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
HAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* from San Francisco sailed from Yokohama on the 8th April en route for Hongkong, and is due to arrive here on the 19th April. The American mail has been transferred at Yokohama and will arrive at Hongkong by the N.P.L. str. *Entow*.

The T.K.K. str. *Chiyo Maru* left Yokohama on the 15th April, for Hongkong, and is expected to arrive at this port on the 23rd April.

The P.M. S.S. str. *Nile* sailed from San Francisco on the 3rd April, for Hongkong via Honolulu, etc., and is due to arrive here on the 30th April.

The P.M. str. *Hongkong Maru* arrived at Honolulu on the 15th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glenesk* passed the Suez Canal on the 8th April, and is due here on or about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Hangyang, from Shanghai, is due in Hongkong and Canton 16th April.
Kuriang, from Calcutta, is due in Hongkong 21st April.

LATEST STEAMER MOVEMENTS.

The A.L. str. *Koerber* left Shanghai for this port on the 18th April, and will arrive here on the 19th April, at 8 a.m.

The P.M. str. *Manchuria* arrived at Manila on the 15th April, will sail for Hongkong on the 18th April, and is expected to arrive at Hongkong on the 20th April, at 8 a.m.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 15th April, and is expected here on the 21st April.

The P. & O. Co.'s str. *Borneo* left Singapore for this port on the 15th April, at 8 a.m., and is due here on the 21st April, at 4 p.m.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PESHAWUR Capt. E. W. Bruce	About 17th April	Freight only.
	BORNEO Capt. W. H. S. Hall	About 21st April	Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. J. Le Mare, R.N.R.	10 A.M. 17th April	Freight and Passage.
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SHANGHAI	ORIENTAL Capt. Valentini	About 25th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cookman, R.N.R.	Noon 27th April	See Special Advertisement.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG (Calls Hoioh for mails only)	"SINGAN"	On 17th Apr. Noon.
SHANGHAI	"CHENAN"	On 18th Apr. 4 P.M.
HAIPHONG	"SUNGKIANG"	On 19th Apr. Noon.
SHANGHAI	"LINAN"	On 20th Apr. Midnight.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 22nd Apr. 4 P.M.
MANILA, CEBU and ILOILO	"KAIKONG"	On 23rd Apr. 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Apr. 4 P.M.
WEIHAIWEI and TIEN-TSIN	"HUICHOW"	On 26th Apr. 4 P.M.
SHANGHAI	"ANHUI"	On 27th Apr. Midnight.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation, Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIKONG" is situated on Deck, aft.

SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NS—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th April, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 19th April, at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	TUESDAY, 23rd April, at 11 A.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 17th April, at 11 A.M.
		21st April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS

Hongkong, 16th April, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA 20th April.	S.S. O. J. D. AHLERS... .. 4th May.
	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA 30th April.	S.S. SACHSEN 6th May.
	FOR HAVRE, BREMEN & HAMBURG:
S.S. BAYERN 10th May.	S.S. C. FERD. LAEISZ 12th May.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SITHONIA 30th May.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. ARCADIA 31st May.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA 7th June.

For Further Text culture, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 16th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "KORREER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap rates. Hongkong-Trieste Venice, 250 1st, 250 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU**TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S. "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BOYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BOYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalani.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and Fur. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 17th April, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 21st April, at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 24th April, at Noon.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	ATSUTA MARU + Capt. J. Nagao	9,000	{ WEDNESDAY, 24th April, at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	{ WEDNESDAY, 8th May, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. R. Shimizu	7,000	{ TUESDAY, 23rd April, at Noon.
	SADO MARU Capt. K. Asakawa	7,000	{ TUESDAY, 7th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakai	6,000	{ FRIDAY, 10th May, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	{ FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	{ MONDAY, 29th April.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	{ THURSDAY, 25th April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	{ WEDNESDAY, 8th May, at Noon.
SHANGHAI, MOJI and KOBE	OBYLON MARU Capt. Y. Tozawa	6,000	{ WEDNESDAY, 24th April.
KOBE DIRECT	TENSHIN MARU Capt. T. Hori	5,000	{ FRIDAY, 19th April.
TAKOW (FORMOSA)	KAGESHIMA MARU Capt. W. Wada	5,000	{ FRIDAY, 19th April, at Daylight.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

† Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. M. Maehide, Saturday, 20th April.

"TOTOMI MARU," 4,000 tons, Capt. A. Mooker, Saturday, 4th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.
KITANO	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	From Hongkong
AWA MARU	7,000	R. Shimizu	April 23rd.
SADO	7,000	K. Asakawa	May 7th.
YOKOHAMA	7,000	N. Noda	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(12-15-4)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS		Leave		Connecting Steamers		Due		Due	
to		HONGKONG		from COLOMBO to		MARSEILLES		PLYMOUTH	
COLOMBO				MARSEILLES & LONDON		(Brindisi 2 days earlier)		(London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY		Steamer	Tons	SATURDAY		FRIDAY	
ASSAYE	7500	April	27	MONGOLIA	10000	May	25	May	31
ORIENTAL ...	5284	May	11	MALWA	11000	June	8	June	14
DEVANHA ...	8000	May	25	CHINA	8000	June	22	June	28
DELTA	8000	June	8	MACEDONIA	10500	July	6	July	12
ARCADIA ...	7000	June	22	MOREA	11000	July	20	July	26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd 48.6 2nd 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSFERRING) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

		Tonnage		about		about	
SUMATRA	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BOERNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON 255.00 SINGLE 382.50 RETURN

SILK RIBBONS

for HATS

are now in favour with the Chinese!

New Samples of

PET. WILH. KROMMES,
ELBERFELD,

Recently arrived.

Apply to the General Agent, etc.:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 12th April, 1912.

BRACES and BELTS!

C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).

are regular suppliers to the East and specially to HONGKONG,
being well aware of the requirements of the market.

FOR SAMPLES AND QUOTATIONS APPLY TO
THE GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 12th April, 1912.

Hoehl Extra Dry

gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 12th April, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tientsin.

The *Prinz Ludwig*, with the German Mail, left Singapore on Saturday, the 15th
inst., at 8 a.m., and may be expected here to-day.

FOR	PER	DATE
Swatow	Helene	Wednesday, 17th, 8.00 A.M.
Straits and Ceylon	Sumatra	Wednesday, 17th, 9.00 A.M.
Swatow, Amoy and Formosa	Sooku Maru	Wednesday, 17th, 9.00 A.M.
Swatow	Glenfallach	Wednesday, 17th, 10.00 A.M.
Haiphong and Pakhoi	Singon	Wednesday, 17th, 10.00 A.M.
Haiphong	Hanoi	Wednesday, 17th, 10.00 A.M.
Swatow	Haimun	Wednesday, 17th, 10.00 A.M.
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via NAPLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11 A.M. to 11.30 A.M. Extra postage 10 cents)		
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
Japan via Kobe, Canada, Tacoma and United States via Seattle	Bellerophon	Wednesday, 17th, 2.00 P.M.
Siam	Kongwai	Thursday, 18th, 9.00 A.M.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Saigon	Quarta	Thursday, 18th, 2.00 P.M.
Shanghai and North China	Chenau	Thursday, 18th, 3.00 P.M.
Kudat and Sandakan	Borneo	Friday, 19th, 8.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haiting	Friday, 19th, 10.00 A.M.
Shanghai and North China	Hangsan	Friday, 19th, 11.00 A.M.
Haiphong and Pakhoi	Sungsiang	Friday, 19th, 1.15 P.M.
Macao	Sui Tai	Friday, 19th, 1.15 P.M.
Saigon, Penang, Saigon, Penang, Kuantan, Koror and Nauru	Germania	Friday, 19th, 4.00 P.M.
Japan via Moji and South America	Foehling	Friday, 19th, 4.00 P.M.
Straits and Ceylon	Koerber	Friday, 19th, 5.00 P.M.
Saigon	Kyoto Maru	Friday, 19th, 5.00 P.M.
Philippine Islands, Amoy, Yapt, Friedrich Wilhelmshafen, Rabat, Herbertshohe, Matupi, Australia and New Zealand via Brisbane	Prinz Waldemar	Saturday, 20th, 8.00 A.M.
Batavia, Samarang and Sourabaya	Tybedas	Saturday, 20th, 11.00 A.M.
Saigon	Mausang	Saturday, 20th, 11.00 A.M.
Straits and India via Calcutta	Catherine Appear	Saturday, 20th, 1.00 P.M.
Philippine Islands	Yuensang	Saturday, 20th, 1.15 P.M.
Macao	Sui Tai	Saturday, 20th, 3.00 P.M.
Philippine Islands	Zafiro	Saturday, 20th, 3.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN,
UNITED STATES, SOUTH AMERICA and
CANADA via VANCOUVER
(EUROPE via SIBERIA)

Shanghai and North China
Swatow
Straits and India via Calcutta
Philippine Islands, Australia, Tasmania and
New Zealand
Shanghai, North China, Japan via Kobe,
Shanghai, North China, Japan via Moji,
Victoria B.C. and United States via
Seattle
Swatow, Amoy, Formosa and Foochow

SHANGHAI, NORTH CHINA, JAPAN,
HONOLULU, UNITED STATES, CANADA,
and SOUTH AMERICA via SAN
FRANCISCO
(EUROPE, &c., via SIBERIA)

Linan	Saturday, 20th, 5.00 P.M.
Haimun	Sunday, 21st, 9.00 A.M.
Nameang	Sunday, 21st, 11.00 A.M.
Changsha	Monday, 22nd, 3.00 P.M.
Kutauang	Tuesday, 23rd, 10.00 A.M.
Awa Maru	Tuesday, 23rd, 10.00 A.M.
Haitan	Tuesday, 23rd, 10.00 A.M.
China	Tuesday, 23rd, 10.00 A.M.
Registration with late fee of 10 cents up to 11.00 A.M.	
Registration Kowloon B.O.	9.30 A.M.
No late fee Letters	11.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS

April 16th.	
ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bills at 4 months' sight	111 1/2
ON PARIS:	
Bank Bills, on demand	245
Credit, at 4 months' sight	249 1/2
ON GERMANY:	
On demand	199 1/2
ON NEW YORK:	
Bank Bills, on demand	47 1/2
Credit, at 60 days' sight	48 1/2
ON HONGKONG:	
Telegraphic Transfer	144 1/2
Bank, on demand	145
ON CALCUTTA:	
Telegraphic Transfer	144 1/2
Bank, on demand	145
ON SHANGHAI:	
Bank, at sight	73
Private, 30 days' sight	73 1/2
ON YOKOHAMA:	
On demand	95
ON MANILA:	
On demand	35 1/2
ON SINGAPORE:	
On demand	82 1/2
ON BATAVIA:	
On demand	116 1/2
ON HAIPHONG:	
On demand	13 1/2 p.m.
ON SAIGON:	
On demand	11 1/2
ON BANGKOK:	
On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.25
GOLD LEAF, 100 fine, per tola	\$53.60
SILVER, per oz.	26 1/2

SUBSIDIARY COINS

	per cent
Chinese	20 cents piece, \$5.50 discount.
Chinese	10 " " \$7.30 "
Hongkong	20 " " \$6.50 "
Hongkong	10 " " \$7.28 "

MAILS VIA SIBERIA

London	Shanghai
March 27th.	April 12th.
March 30th.	April 16th.

SHARE LIST.—QUOTATIONS. HONGKONG, APRIL 16th, 1912.

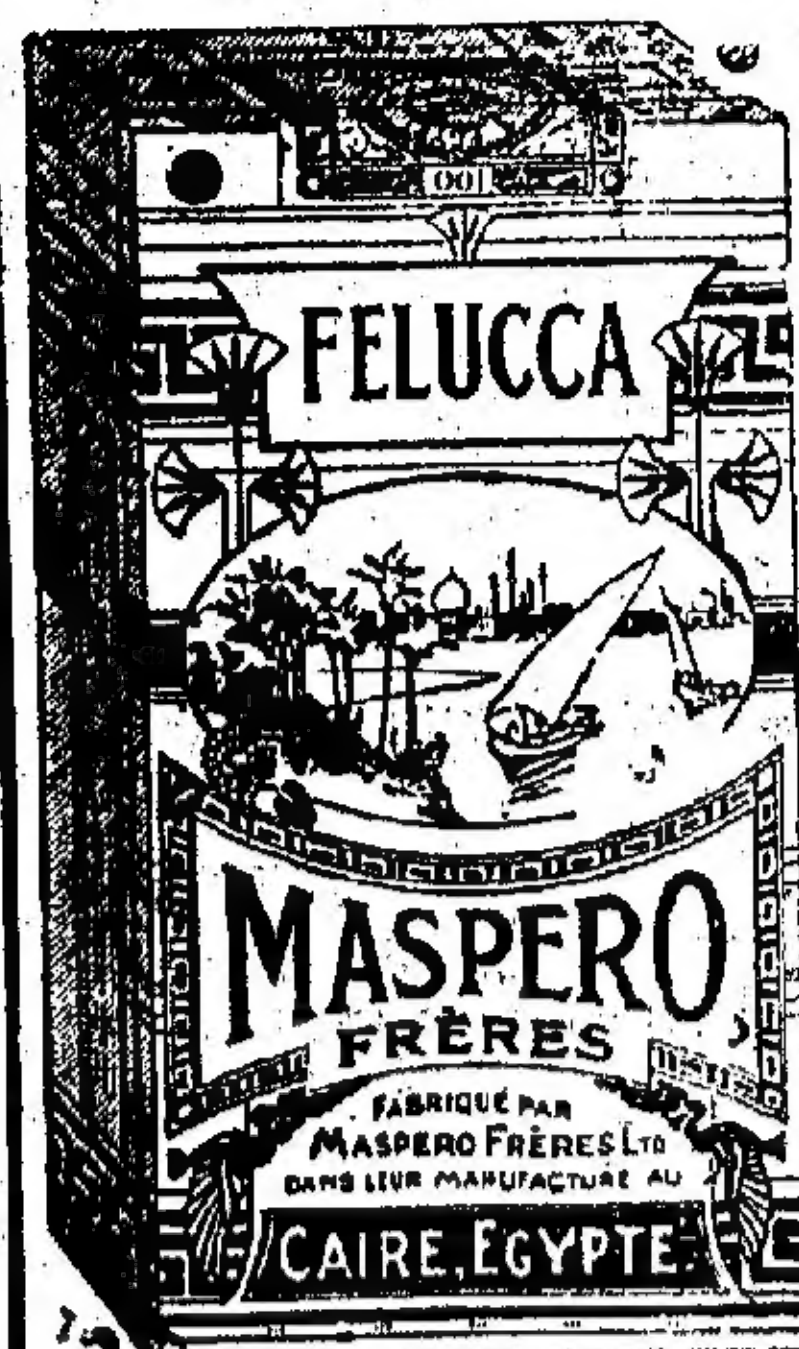
STOCKS.	NO. OF SHARES.	VALUE, PAID UP.	CLOSING QUOTA- TIONS QUASH.
BANKS.—			
Hongkong & Shanghai Bank Corporation	120,000	\$125	all
China Bank Corporation, Limited	50,000	\$12	all
China Light and Power Company, Limited	50,000	\$5	all
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all
COTTON MILLS.—			
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all
Dairy Farm Company, Limited	40,000	\$7 1/2	all
DOCKS AND WHARVES.—			
Hongkong & Whampoa Wharf & G. Co., Ltd.	60,000	\$50	all
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$29	all
New Amoy Dock Co., Limited	10,000	\$6 1/2	all
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all
Green Island Cement Co., Limited	400,000	\$10	all
Hongkong Electric Co., Limited	60,000	\$10	all
Hongkong Hotel Company, Limited	12,000	\$50	all
Manila Metropole Hotel Limited	15,000	P. 10	all
Hongkong Ice Company, Limited	50,000	\$25	all
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all
INSURANCE.—			
Canton Insurance Office Co., Limited	10,000	\$250	\$50
China Fire Insurance Co., Limited	20,000	\$100	\$20
China Traders Insurance Co., Limited	24,000	\$53.33	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50
North-China Insurance Co., Limited	10,000	\$15	\$5
Union Insurance Society, Limited	12,400	\$250	\$100
Yangtze Insurance Association, Limited	12,000	\$100	\$60
LAND AND BUILDING.—			
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all
West Point Building Co., Limited	12,500	\$50	all
Maatschappij tot Mijne, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all
MINING.—			
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all
Tronoh Mines, Limited	150,000	\$2 1/2	all
Heawood Tin and Rubber Estate, Ltd.	715,280	\$1	all
Bank Australia Gold Mining Co., Ltd.	200,000	\$1	all
Peak Tramways Co., Limited	25,000	\$10	\$1
Philippine Co., Limited	50,000	\$10	\$1
REFINERIES.—			
China Sugar Refining Co., Limited	20,000	\$100	all
Larson Sugar Refining Co., Limited	7,000	\$100	all
STEAMSHIP COMPANIES.—			
China and Manila Steamship Co., Ltd.	30,000	\$25	all
Douglas Steamship Co., Limited	20,000	\$50	all
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all
Shell Transport & Trading Co., Limited	2,500,000	\$1	all
Star Ferry Company, Limited	10,000	\$10	all
South China Morning Post, Limited	10,000	\$10	\$5
Steam Laundry Company, Limited	6,000	\$25	all
STONES AND DISPENSARIES.—			
Campbell, Moore & Co., Limited	1,200	\$10	all
Wm. Powell, Limited	15,000	\$7	all
Watkins, Limited	10,000	\$10	all
A. S. Watson & Co., Limited	90,000	\$10	all
Weissmann, Limited	3,000	\$10	all
Grande Pulpes et Papeteries du Tonkin	50,000	\$10	all
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4
Union Waterboat Co., Limited	100 shares	\$10	all
53,300	\$10	all	\$7 1/2

Daily Wire			
Para Rubber in London	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum
VERNON & SYMPTON, Share Brokers			

TO-NIGHT	
9.15 P.M.—Bandmann Opera Co., at the Theatre Royal—The Arcadians.	Saturday, 27th April—The Great Raymond at the Theatre Royal, 9 P.M.
TO-MORROW	
5.15 P.M.—Annual General Meeting of Hong- kong Tennis League, at Hongkong Cricket Club Pavilion.	Tuesday, 30th April—Extraordinary General Meeting of Hongkong Cotton, Spinning Weaving & Dyeing Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd., 11 A.M.

FORTHCOMING EVENTS.	
Saturday, 20th April—Hongkong Football Club Annual Dinner in the Hongkong Hotel, 7.45 P.M.	Quotations are:—
Monday, 22nd April—Auction of Crown Land at Island Lots Nos. 54 and 1553, by Public Works Dept., 3 P.M.	Malwa New ... \$3,425/3,450 per picul.
Tuesday, 23rd April—Thirty-Ninth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.	Malwa Old ... \$3,470/3,490 "
Tuesday, 23rd April—Forty-Sixth Ordinary Yearly Meeting of China Traders Insurance Co., Ltd., 12.30 P.M.	Malwa Older ... \$3,500/3,525 "
Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.30 P.M.	Malwa V. Old ... \$3,550/3,575 "
	Persian fine quality ... \$1,800
	Persian extra fine ... \$3,000
	Patna New ... \$4,000
	Patna Old ... \$4,500
	Benares New ... \$4,000
	Benares Old ... \$5,900

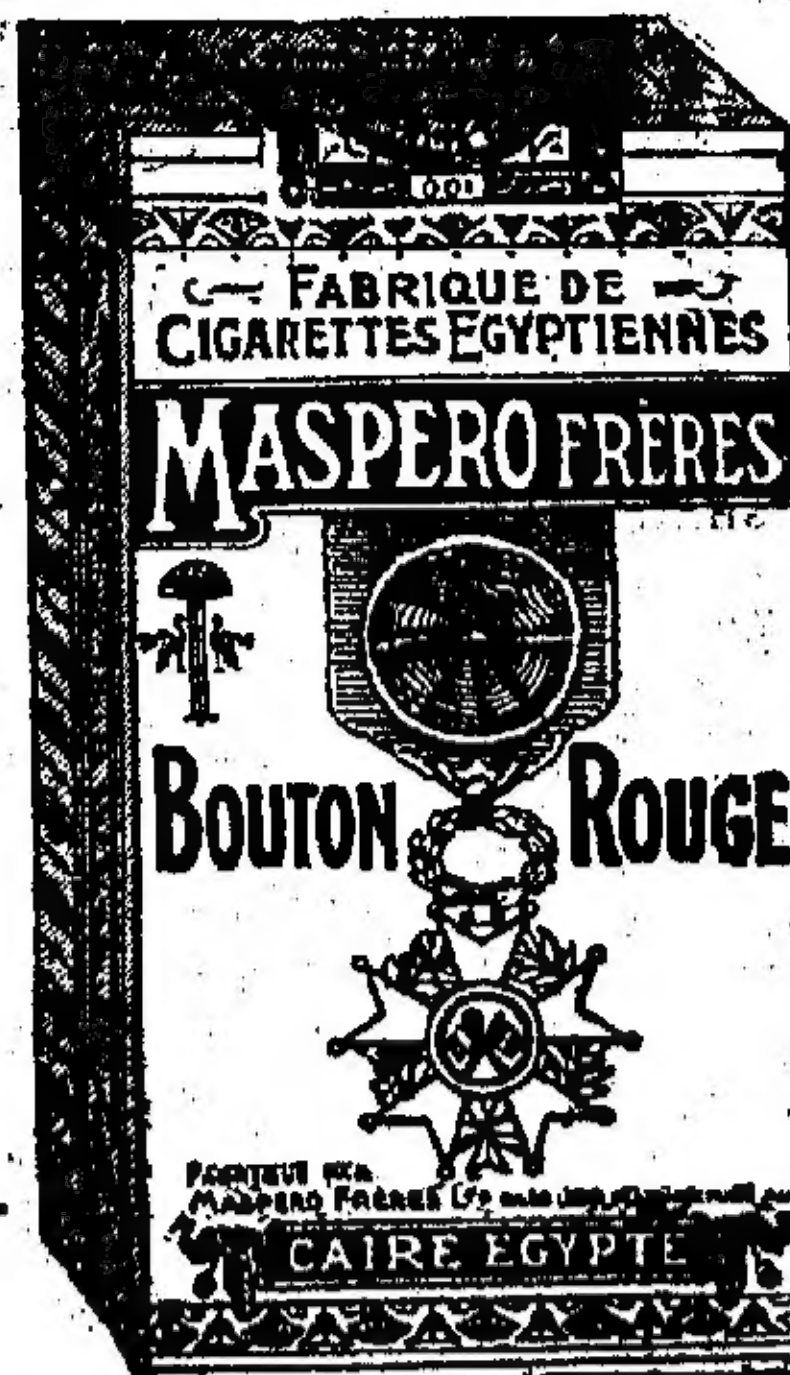
Bouton Rouge and Felucca



EGYPTIAN CIGARETTES



A LUXURY TO THE MAN OF TASTE.



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

"Worth having"



THE BEST SCOTCH

WHISKY

GANDE, PRICE & CO., LTD.
PROPRIETORS.
D. & J. McCALLUM, EDINBURGH.

TOASTING BY ELECTRICITY.

Toast can be made by our Electric Toaster quicker, cleaner and cheaper than by
any other method.

TOAST IN ONE MINUTE, after switching on for about 2 minutes to allow the
Toaster to warm up toast can be made in about 1 minute, the toast is crisp—hot and
brown, free from all black marks and without that unpleasant taste of fumes, inseparable
from the use of coal or gas fires.

LOW COST—the current consumption for one meal is infinitesimal, used for one
hour continually the consumption is only half a unit.

We carry large stocks of other Heating and Cooking specialties such as—Kettles,
Saucepans, Hot Plates—Irons, Glee Pots—Soldering Irons—Shaving Pots, etc., etc.
A visit to our showroom is requested.

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS,

14, Des Vaux Road Central, Hongkong.

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